

## Section V.c. 2014 King County Countywide Competition Application for PSRC's FHWA Funds (STP/CMAQ)

### ❖ Preservation Program

This application is available on the King County Department of Transportation website at:

<http://www.kingcounty.gov/transportation/kcdot/PlanningAndPolicy/RegionalTransportationPlanning/2014KCountywideCFP.aspx>

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**\*\*Please read this section before completing the application\*\***

The importance of complete and accurate information on every application cannot be overemphasized. The evaluation and scoring of all submitted projects will be based on the answers provided in this application. A project's suitability for countywide funding may be compromised if the application is found to have omissions or inaccuracies.

Sponsors of projects recommended for funding as a result of the competition should be aware that information provided on this application will be used in the future to monitor compliance with PSRC's adopted project tracking policies. It is also important to remember that funds are awarded to projects, not agencies. Please refer to PSRC's website for more information on the project tracking program: [www.psrc.org/transportation/tip/tracking](http://www.psrc.org/transportation/tip/tracking).

#### **Submitting Applications**

There is no set page limit for applications submitted to the countywide competition. It is important to provide complete, detailed responses, but please be as concise as possible. Additional supporting information such as maps and other diagrams are encouraged, but other attachments such as comprehensive plan materials are unnecessary. Attach your completed application to an email and send it to [kcgrantcompetition@kingcounty.gov](mailto:kcgrantcompetition@kingcounty.gov). All applications must be submitted by **11:59 p.m. Wednesday, May 7, 2014**.

**Please note:** the project budget spreadsheet is a required attachment available at:

<http://www.kingcounty.gov/transportation/kcdot/PlanningAndPolicy/RegionalTransportationPlanning/2014KCountywideCFP.aspx>

#### **Definition of a project:**

For the purposes of this competition, a project must be clearly defined by geographic limits and/or functionality. If a project contains multiple components, the sponsor must clearly indicate how they are logically connected to one another. A project with multiple geographic locations must demonstrate their functional relationship (for example, signal coordination work in various locations tied together through a traffic control center).

Projects that include multiple components or sponsors are allowed to be submitted, but the scope of work, funding amounts and schedules for each individual agency and/or component must be clearly identified at the time of application. If awarded PSRC funds, these projects may be separated into their individual components or lead agency in the regional Transportation Improvement Program. Each individual TIP project will be subject to PSRC's project tracking policies and will be administered according to the scope of work and funding awarded for each.

**Note: a project may request only one funding source – either STP or CMAQ, but not both.**

If you have questions please contact Peter Heffernan at 206-477-3814 or

[peter.heffernan@kingcounty.gov](mailto:peter.heffernan@kingcounty.gov)

## PROJECT DESCRIPTION INFORMATION

|          |  |
|----------|--|
| <b>1</b> | <b>Project title: SR 202/NE 124th St Vic to NE Ames Lake Rd – Paving</b><br>For roadway project titles: list facility name, limits, and any other identifying words, e.g., SR-520 HOV (104th Ave NE to 124th Ave NE).  |
| <b>2</b> | <p>a. <b>Sponsoring agency:</b> Washington State Department of Transportation</p> <p>b. Co-sponsor(s) if applicable: N/A</p> <p>For the purposes of this application and competition, “co-sponsor” refers to any agency that would receive a portion of the funding if the requested grant were to be awarded.</p> <p>c. Does sponsoring agency have “Certification Acceptance” status from WSDOT? <input checked="" type="checkbox"/> Yes<br/><input type="checkbox"/> No</p> <p>d. If not, which agency will serve as your CA sponsor? For more information on Certification Acceptance and to find a listing of current CA agencies, please refer to <a href="http://www.wsdot.wa.gov/LocalPrograms/LAG/CA.htm">www.wsdot.wa.gov/LocalPrograms/LAG/CA.htm</a></p> |
| <b>3</b> | <b>Project contact person:</b> Azim Sheikh-Taheri<br>Address: 15700 Dayton Avenue North Shoreline, WA 98133-9710<br>Phone: (206) 440-4761<br>Email: SheikAz@wsdot.wa.gov   |

**4 Project description.** Please distinguish between the scope of the project and the justification and/or need for the project.

- a. **Project scope:** Please describe clearly and concisely the individual components of this project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? For example, if this is part of a larger project, please be specific as to what portion on which the grant funds will be used.

Five segments along SR 202 between mile post 4.51 and 13.94, are showing signs of deterioration and are due for resurfacing to maintain the structural integrity of the roadway.

This project will preserve the road by:

- 1) Overlay three segments with an estimated depth of 0.15 of Hot Mix Asphalt (HMA).
  - a. 0.6 miles from SR 202 NE 120th Way vicinity to NE 110th St vicinity.
  - b. 0.25 miles Vicinity of SR 202/244th Ave NE Intersection.
  - c. 0.27 miles Vicinity of SR 202/NE Ames KLake Road Intersection.
- 2) Grind and inlay two segments with an estimated depth of 0.15 of Hot Mix Asphalt (HMA).
  - a. 0.20 miles Vicinity of SR 202/SR 520 Interchange.
  - b. 0.31 miles Vicinity of SR 202/228th Ave NE.
- 3) Perform pavement repair as needed for all five segments.
- 4) Retrofit pedestrian curb ramps for ADA compliance.

The grant funds will be used for the PE/Design and Construction phases. After the project is constructed, these segments of SR 202 will have an improved pavement surface that preserves the highway for the continued movement of people, freight, goods and services.

- b. **Project justification, need or purpose:** Please explain the intent, need or purpose of this project. What is the goal or desired outcome?

SR 202 is a busy Principal Arterial with average daily traffic volumes varying between 15,000 to 53,000 vehicles a day within the project limits. Five segments along SR 202 between mile post 4.51 and 13.94, are showing signs of deterioration and are due for resurfacing to maintain the structural integrity of the roadway. These segments were excluded from previous SR 202 paving projects because their pavement conditions did not warrant treatment at that time. WSDOT judiciously manages their Pavement Management Program to ensure that highways receive pavement treatment before deterioration becomes detrimental to the roadway structure and require extensive repairs. The pavement condition on these five segments is now at the optimal time for pavement treatment. After the project is constructed, these segments of SR 202 will have an improved pavement surface that preserves the highway for the continued movement of people, freight, goods and services.

|   |   |
|---|---|
| 5 | <p><b>Project location:</b> SR 202 between NE 124th Street and NE Ames Lake Road</p> <p><b>Answer the following questions if applicable:</b></p> <ul style="list-style-type: none"> <li>a. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad):<br/>NE 124th Street in City of Redmond</li> <li>b. Crossroad/landmark nearest to end of project (identify landmark if no crossroad):<br/>NE Ames Lake Road in King County</li> </ul> |
| 6 | <p><b>Map:</b> Please include a legible project and vicinity map, if available. Maps may be attached to the email and submitted along with the application.</p>   |

### Preservation Project

Transportation 2040 commits, as a top priority, to funding the maintenance, preservation and operation of existing infrastructure in a safe and usable state. These highly cost-effective investments help to ensure that current assets continue to function properly to sustain mobility for both people and goods. Pavement represents one of the largest capital investments by local governments. Investing in arterial preservation programs at the appropriate time in an asset's lifecycle prevents more costly rehabilitation and reconstruction projects in the future.

The PSRC's Transportation Policy and Executive Boards recognized the importance of preservation and recommended that 25% of the total estimated amount of STP funds be set aside for preservation grant program. The Boards directed that these funds be distributed through the countywide processes. The purpose of this preservation set-aside is to address emergent issues of declining revenue for local jurisdictions and increased project costs. The recommendation includes regional guiding principles to be followed by each countywide process, to address among other things maintenance of effort and fairness. The impact of this new preservation set aside will be reviewed by the PSRC for its effectiveness and its impact on the overall pavement conditions of the region's arterials.

A total of \$16.79 million is available in King County for the Preservation program. Agencies are limited to three proposals per agency and a maximum request size of \$1.5 million per proposal.

**Projects will be evaluated and scored based on the information provided by the project sponsor to the following questions**

## Roadway Characteristics

**1. Pavement Condition Index (PCI):** Select the PCI range for the specific roadway segment for which you are requesting funds. . Please use the most recent information available to you.

- ☐ PCI 70 to 100
- ☐ PCI 60 to 69
- ☒ PCI 50 to 59.
- ☐ PCI 40 to 49
- ☐ PCI 0 to 39

## 2. Facility Characteristics

**Federal functional classification code** (Please select only one code using the table below) For assistance determining functional classification, contact Stephanie Rossi at (206) 971-3054 or [srossi@psrc.org](mailto:srossi@psrc.org).

**Important:** A roadway must be approved on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities). Projects on a roadway with a functional classification of 09, 19, 29, or 39 are not eligible to use federal transportation funds unless they are one of the exceptions listed below. If your project is an exception, identify its functional class code as "00".

Examples of exceptions:

- Any bicycle and/or pedestrian project.
- Projects not on a roadway and using CMAQ or other funds
- Any transit project, including equipment purchase and park-and-ride lot projects.

For more information on functional classification, please refer to  
[www.wsdot.wa.gov/mapsdata/travel/hpms/functionalclass.htm](http://www.wsdot.wa.gov/mapsdata/travel/hpms/functionalclass.htm)

| Rural Functional Classifications                            | Urban Functional Classifications                            |
|---|---|
| <b>“Under 5,000 population”</b>                             | <b>“Over 5,000 population”</b>                              |
| (Outside federal-aid urbanized and federal-aid urban areas) | (Inside federal-aid urbanized and federal-aid urban areas)  |
| <input type="checkbox"/> 00 Exception                       | <input type="checkbox"/> 00 Exception                       |
| <input type="checkbox"/> 01 Principal Arterial - Interstate | <input type="checkbox"/> 11 Principal Arterial – Interstate |
| <input type="checkbox"/> 02 Principal Arterial              | <input type="checkbox"/> 12 Principal Arterial – Expressway |
| <input type="checkbox"/> 06 Minor Arterial                  | <input checked="" type="checkbox"/> 14 Principal Arterial   |
| <input type="checkbox"/> 07 Major Collector                 | <input type="checkbox"/> 16 Minor Arterial                  |
| <input type="checkbox"/> 08 Minor Collector                 | <input type="checkbox"/> 17 Collector                       |
| <input type="checkbox"/> 09 Local Access                    | <input type="checkbox"/> 19 Local Access                    |

**Freight Route Classification:** The Washington State Freight and Goods Transportation System (FGTS) is a classification of state highways, county roads, and city streets according to the average annual gross truck tonnage they carry. The FGTS provides an estimate of the highways and roadways most heavily used by trucks. WSDOT’s most recent update of the FGTS occurred in 2013.

Select the FGTS classifications for the roadway segment for which you are requesting funds. If the roadway segment has more than one FGTS classification, please use the FGTS Classification that has most lane miles. The following link will take you to the current FGTS maps  
<http://www.wsdot.wa.gov/Freight/FGTS/Maps.htm>.

- ☐ T-1: More than 10 million tons per year
- ☒ T-2: 4 to 10 million tons per year
- ☐ T-3: 300,000 to 4 million tons per year
- ☐ T-4: 100,000 to 300,000 tons per year
- ☐ T-5: at least 20,000 ton in the last 60 days
- ☐ Not on a “Freight Route” classification

**Transit/School Bus Service Characteristics:** Number of daily weekday transit or school bus trips on the roadway segment for which funds are being requested (one direction).

Select the category based on the number of daily weekday transit trips on the specific roadway segment where funding is being requested.

- ☐  $\geq 85$  daily trips per weekday
- ☒ 20-84 trips per weekday
- ☐ 8-19 trips per weekday
- ☐ Less than 8 trips per weekday

If you need assistance on determining the transit trips on the specific roadway segment where funding is being requested, please contact Paul Takamine at [paul.takamine@kingcounty.gov](mailto:paul.takamine@kingcounty.gov) or at (206) 477-3822.

**Bicycle Facilities:**

- ☒ There is an existing bicycle lane on the project segment, or the project will include a new bicycle lane upon completion of the preservation project, or the arterial is designated as a bike facility in an adopted plan
- ☒ None

**3. Centers:** Since 2002, the adopted policy guidance has been to direct PSRC funds to support centers and the corridors that serve them. VISION 2040, adopted in 2008, reaffirms this policy guidance of supporting centers with PSRC's federal funds. The PSRC Executive Board elected to maintain the policy focus of support for centers and the corridors that serve them, centers are defined as regional or local centers and manufacturing/industrial centers as identified in VISION 2040, or in local comprehensive plans. (See Section VII. for the regional growth and manufacturing/industrial centers map)

Select one of the following categories that best fits your project.

- ☒ Within or connecting to a designated Regional Growth Center/  
Manufacturing/Industrial Center
- ☐ Within or connecting to a designated Local Center as identified in your adopted local comprehensive plan

**4. Level of Effort:** Each agency that chooses to submit a proposal into the Preservation Program must provide information on its “Level of Effort” to maintain and improve its system wide Pavement Condition Index (PCI) scores<sup>1</sup>. The information to be provided by a project sponsor will be based on the averaging of project sponsor’s reported PCI for 2006, 2008, and 2010 based on the table on the following page.

- ☒ Please check if your city has updated its system wide arterial PCI information since 2010. If you would like to use this updated information to revise your jurisdictions PCI average (see Average PCI Table) send the updated system wide arterial average PCI information to Paul Takamine at [paul.takamine@kingcounty.gov](mailto:paul.takamine@kingcounty.gov).

The **Average PCI Table** below shows the average PCI scores for the jurisdictions in King County, select the Systemwide Pavement Condition Index category for your jurisdiction

- ☒ Systemwide PCI  $\geq 70$   
☐ Systemwide PCI of 65 - 69  
☐ Systemwide PCI of 60 - 64  
☐ Systemwide PCI of 63 – 51  
☐ Systemwide PCI of 0 – 50

**5. Local Match Percentage:** Select the local match percentage category that matches the local contribution for specific project for which funds are being requested. The minimum local match required is 13.5%,

- ☐ Local match – 13.5% to 22%  
☒ Local match - 23% to 31%  
☐ Local match - 32% to 40%  
☐ Local match - 41% to 49%  
☐  $\geq 50\%$

**6. Incentive/Innovation** - Project sponsors are encouraged to provide information in this application if their projects include any incentives or innovative elements. The Incentive/Innovation section will not receive any points but information may be used during the evaluation process. Examples of incentives and innovation include:

- Beyond standard practice
- Economies of scale
- Cutting edge technology/state of the art
- Asset Management Plan
- Fund swap (federal for local dollars)





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<sup>1</sup> The average city PCI information is derived from three *Washington’s City Arterials Condition Reports* published in 2006, 2008, and 2010. The Washington State Department of Transportation (WSDOT) Highways and Local Programs Division publishes this report on a biennial basis. RCW 46.68.113 requires cities and towns to report to the state, city arterial preservation rating information on a biennial basis.



Average PCI Table

| King County PCI Scores By Jurisdiction |                                    |          |  |
|--|------------------------------------|----------|--|
| Jurisdiction                           | 2006, 2008,<br>2010 Average<br>PCI | 2010 PCI |  |
| Hunts Point                            | 91                                 | 82       | Average or 2010 PCI = 70 to 100        |
| Duvall                                 | 81                                 | 69       |  |
| Beaux Arts Village                     | 81                                 | 82       |  |
| Kent                                   | 80                                 | 0        |  |
| Federal Way                            | 80                                 | 77       |  |
| Sammamish                              | 79                                 | 0        |  |
| Redmond                                | 79                                 | 76       |  |
| Kenmore                                | 78                                 | 78       |  |
| SeaTac                                 | 78                                 | 82       |  |
| Medina                                 | 77                                 | 72       |  |
| Bellevue                               | 77                                 | 74       |  |
| Mercer Island                          | 76                                 | 69       |  |
| Des Moines                             | 74                                 | 70       |  |
| King County                            | 74                                 | 65       |  |
| Maple Valley                           | 73                                 | 78       |  |
| Bothell                                | 72                                 | 71       |  |
| Clyde Hill                             | 71                                 | 67       |  |
| Auburn                                 | 69                                 | 71       | Average or 2010 PCI = 50 to 69         |
| Shoreline                              | 69                                 | 61       |  |
| Issaquah                               | 69                                 | 70       |  |
| Burien                                 | 69                                 | 0        |  |
| Seattle                                | 68                                 | 69       |  |
| Normandy Park                          | 64                                 | 63       |  |
| Tukwila                                | 64                                 | 67       |  |
| Algona                                 | 63                                 | 63       |  |
| Kirkland                               | 62                                 | 62       |  |
| Renton                                 | 62                                 | 66       |  |
| Lake Forest Park                       | 61                                 | 54       |  |
| Yarrow Point                           | 61                                 | 62       |  |
| Black Diamond                          | 61                                 | 56       |  |
| Covington                              | 60                                 | 59       |  |
| Newcastle                              | 59                                 | 59       |  |
| Woodinville                            | 57                                 | 58       |  |
| Enumclaw                               | 55                                 | 46       | Average or<br>2010 PCI =<br>49 or Less |
| Skykomish                              | 37                                 | 58       |  |
| North Bend                             | 49                                 | 48       |  |
| Snoqualmie                             | 47                                 | 43       |  |
| Milton                                 | 45                                 | 44       |  |
| Pacific                                | 44                                 | 28       |  |
| Carnation                              | #DIV/0!                            | 0        |  |

-  Missing data for 1 or more years
-  Weighted PCI 70 - 100
-  Weighted PCI 50 - 69
-  Weighted PCI 0 - 49

1. Cities' Federal Functionally Classified Mileage from Transportation Data Office, Functional Class Report
2. County Data from CRAB report submissions for 2007, 2008, and 2010

## Project Readiness/Financial Plan

There are two parts to this section, with specific questions for each part identified below: the project's financial plan and readiness to obligate PSRC funds. The primary objective of the evaluation is to determine whether a sponsor has assembled all of the funding needed to complete the project or phase(s), and when the sponsor will be ready to obligate the requested regional funding. All questions must be completely and accurately filled out in order for this information to be properly assessed. The information will be used to determine:

- When the sponsor can complete all prerequisites needed to obligate the requested PSRC funding.
- When the sponsor plans to obligate requested PSRC funding.
- The amount and source of secured funding for the project.
- The amount and source of reasonably expected but unsecured funding for the project.
- Whether PSRC's federal funds will complete the project or a phase of the project.

For assistance completing this section, contact Jeff Storrar at (206) 587-4817 or [jstorrar@psrc.org](mailto:jstorrar@psrc.org).

### 7. Financial Plan

In this section, sponsors will address questions regarding the funding request, the total estimated project cost and schedule, and the project's readiness to obligate PSRC funds. Sponsors should be aware of the following information before completing this section:

**Funding Request:** Sponsors may request funding for any single project phase, but requests for multiple phases are limited to preliminary engineering plus the subsequent phase necessary. I.e., a sponsor may request funding for both preliminary engineering and right of way phases or preliminary engineering and construction phases, but not both right of way and construction phases.

**Funding Requirements:** A minimum of 13.5% of local matching funds is required for both Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding. The combination of the requested PSRC funds plus all other funding must be adequate to fully fund that phase. Requests that do not result in a phase being fully funded will be considered ineligible for PSRC funding.

**Obligation Requirements:** Per PSRC's project tracking policies, all project phases awarded PSRC funds must obligate by June 1st of the program year selected. For more information, see PSRC's project tracking policies [here](http://www.psrc.org/transportation/tip/tracking). For more information on PSRC's project tracking program, please go to [www.psrc.org/transportation/tip/tracking](http://www.psrc.org/transportation/tip/tracking).

**Required Match:** A minimum of 13.5% match is required for both STP and CMAQ funds. Sponsors of projects awarded funds through this competition will be required to provide information on these matching funds at a later date.

#### 7a. Select only one funding source below, STP or CMAQ.

☒ STP

☐ CMAQ

**7b. Identify the amount requested by phase, and identify the estimated year of obligation (2015, 2016 or 2017).**

| <u>Phase</u>   | <u>Amount</u>  | <u>Estimated Year of Obligation</u> |
|----------------|----------------|-------------------------------------|
| PE/Design      | \$212,000.00   | 2015                                |
| Construction   | \$1,288,000.00 | 2016                                |
| [select phase] |                |                                     |

**7c. Identify the project phases that will be fully completed if requested funding is obtained:**

PE/Design and Construction phases will be fully completed if PSRC/FHWA grant funding is obtained.

**7d. Project Budget and Schedule**

In this section you will be asked to provide information on the financial budget and schedule for the entire project. Please indicate amounts and sources of both secured and unsecured funds, by phase. Include all phases in the project, from start to finish, and indicate when each phase will be completed. The requested PSRC funds identified above must also be reflected in the Project Budget and Schedule spreadsheet. Use as many rows per phase as necessary to reflect the financial plan for each phase. The required table to provide this information is a separate Excel spreadsheet which you will need to download from the following King County website:

<http://www.kingcounty.gov/transportation/kcdot/PlanningAndPolicy/RegionalTransportationPlanning/2014KCountywideCFP.aspx>

**Attach the completed spreadsheet, along with this application, and submit via email to [kcgrantcompetition@kingcounty.gov](mailto:kcgrantcompetition@kingcounty.gov) by the deadline of 11:59 p.m. May 7, 2014. The Project Budget and Schedule spreadsheet form may be downloaded at:**

<http://www.kingcounty.gov/transportation/kcdot/PlanningAndPolicy/RegionalTransportationPlanning/2014KCountywideCFP.aspx>

**Other Considerations**

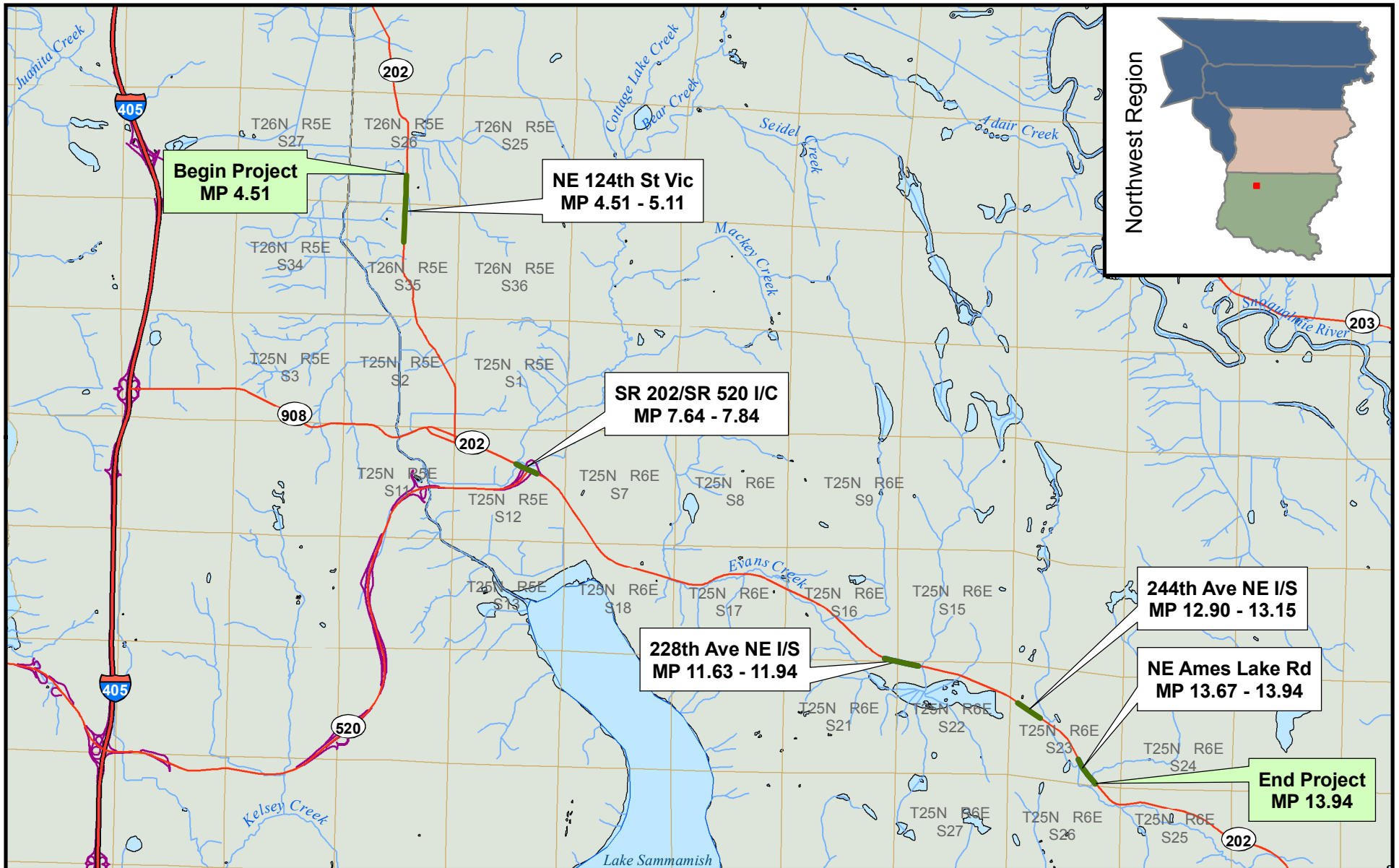
**8. Please describe any additional aspects of your project** not previously addressed in the application that could be relevant to the final project recommendation and decision-making process. In addition, please describe any innovative components included in your project: these could include design elements, cost saving measures, or other innovations. Per PSRC Board direction, we are conducting research into innovative programs and concepts in the region and throughout the country, and will report back to the Board for potential ideas for an Innovations Program in our region in the future.

Bike Lanes - One of segments has an existing bike lanes.

Asset Management Plan - WSDOT utilizes the Washington State Pavement Management System (WSPMS) to manage the maintenance and preservation needs of Washington's state highways. Each pavement preservation project is prioritized based on current road condition (P'CI), the projected condition in future years, the volume of daily traffic, and the percentage of trucks on a

given road segment. The problem WSDOT is trying to solve is determining the latest time to effectively rehabilitate the pavement (which will provide the lowest annual cost), but early enough so that the pavement structure does not become damaged to the point it will require additional funds to repair.

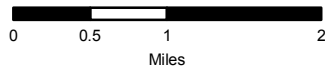
**REMINDER: When you submit this application, please remember to also attach the Project Budget and Schedule spreadsheet and any maps or other project schematics, if applicable.**



Northwest Region

Data Source: State Routes from WSDOT at scale of 1:24K;  
County Boundaries from WSDOT at scale of 1:500K.

Produced by: Al Mattus  
Scoping Engineer  
NWR Program Development



- U.S. Interstate
- U.S. Highway
- State Route
- Rivers & Streams
- WaterBodies

**A20205B / 120205B**

**SR 202/NE 124th St Vic to NE Ames Lake Rd**

**Paving**

**Preliminary Vicinity Map**

October 13, 2009

GISWorkbench.mxd/Print Date

## Section V.e. Total Estimated Project Cost and Schedule

Please fill in as many rows as needed in the tables below, to fully and accurately reflect your project's

|                 |  |
|-----------------|--|
| Project Sponsor | Washington State Department of Transportation      |
| Project Title   | SR 202/NE 124th St Vic to NE Ames Lake Rd – Paving |

| Phase                            | Funding Source(s)<br>(i.e. PSRC, state, local, etc.) | Secured / Reasonably<br>Expected / or<br>Unsecured* | Amount |
|----------------------------------|--|---|--------|
| Planning<br>Planning<br>Planning |  |   |        |

Planning TOTAL: \$ -

Estimated Planning Completion Date (month and year): N/A

| Phase                               | Funding Source(s)<br>(i.e. PSRC, state, local, etc.) | Secured / Reasonably<br>Expected / or<br>Unsecured* | Amount                |
|-------------------------------------|--|---|-----------------------|
| PE/Design<br>PE/Design<br>PE/Design | PSRC King Countywide Grant<br>WSDOT Match            | Unsecured<br>Secured                                | \$212,000<br>\$33,000 |

Preliminary Engineering / Design TOTAL: \$ 245,000

Estimated PE/Design Completion Date (month and year): 3/1/2016

| Phase  | Funding Source(s)<br>(i.e. PSRC, state, local, etc.) | Secured / Reasonably<br>Expected / or<br>Unsecured* | Amount |
|--|--|---|--------|
| Right of Way<br>Right of Way<br>Right of Way |  |   |        |

Right of Way TOTAL: \$ -

Estimated ROW Completion Date (month and year): N/A

| Phase  | Funding Source(s)<br>(i.e. PSRC, state, local, etc.) | Secured / Reasonably<br>Expected / or<br>Unsecured* | Amount                   |
|--|--|---|--------------------------|
| Construction<br>Construction<br>Construction | PSRC King Countywide Grant<br>WSDOT Match            | Unsecured<br>Secured                                | \$1,288,000<br>\$634,000 |

Construction TOTAL: \$ 1,922,000

Estimated Construction Completion Date (month and year): 9/30/2016

| Phase          | Funding Source(s)<br>(i.e. PSRC, state, local, etc.) | Secured / Reasonably<br>Expected / or<br>Unsecured* | Amount |
|----------------|--|---|--------|
| Other<br>Other |  |   |        |

Other TOTAL: \$ -

Estimated Other Completion Date (month and year): N/A

**TOTAL Estimated Project Cost, All Phases: \$ 2,167,000**

**Estimated Project Completion Date (month and year): 9/30/2016**

\* Additional information on these categories may be found at  
<http://www.psrc.org/assets/11214/FinancialConstraintGuidance.pdf>.